

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Green Township **CODE#** 061-31752

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9 / 12 / 08

CONTACT: Fred Schlimm **PHONE #** (513) 574-8832

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 598-3097 **E-MAIL** fschlimm@greentwp.org

PROJECT NAME: Race Road & Harrison Avenue Intersection Improvements Project

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
- ☐ 2. City
- ☒ 3. Township
- ☐ 4. Village
- ☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☐ 1. Grant \$ 777,300
- ☐ 2. Loan \$ _____
- ☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
- ☐ 2. Bridge/Culvert
- ☐ 3. Water Supply
- ☐ 4. Wastewater
- ☐ 5. Solid Waste
- ☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,544,600

FUNDING REQUESTED: \$ 777,300

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 777,300 **LOAN ASSISTANCE:** \$ _____
SCIP LOAN: \$ _____ **RATE:** _____ % **TERM:** _____ yrs.
RLP LOAN: \$ _____ **RATE:** _____ % **TERM:** _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
- ☐ Local Transportation Improvements Program
- ☐ Small Government Program

OFFICE OF NEW BRUNSWICK
COUNTY ENGINEER
2008 SEP 19 AM 11:24

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____/____/____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____/____/____
SCIP Loan _____ **RLP Loan** _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS
\$ 1,544,600

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$.00

Preliminary Design \$.00
Final Design \$.00
Bidding \$.00
Construction Phase \$.00

Additional Engineering Services

\$.00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$.00

c.) Construction Costs:

\$ 1,544,600 .00

d.) Equipment Purchased Directly:

\$.00

e.) Permits, Advertising, Legal:
(Or Interest Costs for Loan Assistance
Applications Only)

\$.00

f.) Construction Contingencies:

\$.00

g.) TOTAL ESTIMATED COSTS:

\$ 1,544,600 .00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u>777,300 .00</u>	50%
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER _____	\$ <u> .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u>777,300 .00</u>	50%
d.) OPWC Funds		
1. Grant	\$ <u>777,300 .00</u>	50%
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>777,300 .00</u>	50%
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,544,600 .00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Race Road & Harrison Avenue Intersection Improvement Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Race Road- beginning at a point 480' north of the centerline of Harrison Avenue and extending to a point 575' south of the centerline of Harrison Avenue.

Harrison Avenue- beginning at a point 640' east of the centerline of Race Road and extending to a point 640' west of the centerline of Race Road.

PROJECT ZIP CODE: 45211

B: PROJECT COMPONENTS:

Widening of roadway within the project area. Reconstruction of roadway using current pavement construction specifications of the Hamilton County Engineer, which will include the construction of additional traffic lanes, and new curb and sidewalk. See Additional Support Information for specific details.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Race Road- The project area is to be approximately 1,010' in length beginning at a point approximately 480' north of the centerline of Harrison Avenue and extending to a point approximately 575' south of the centerline of Harrison Avenue. The pavement is constructed of asphalt with concrete curb. At the present time Race Road is approximately 45' in width. The pavement is approximately ten years old. The heavy traffic volume has taken its toll. The northbound lanes of Race Road at the intersection of Harrison Avenue are severely rutted. Other areas of pavement distress are evident as well.

When completed this project will see additional lanes constructed throughout the project area.

- An additional 12' wide lane will be constructed south of Harrison Avenue for northbound traffic. This lane will function as a straight/right turn lane allowing additional traffic to proceed straight onto northbound Race Road and/or turn right onto eastbound Harrison Avenue.
- Two additional 12' wide lanes will be constructed north of Harrison Avenue for southbound traffic. One lane will be a designated right turn lane. The other will allow a second lane of traffic to continue southbound on Race Road.
- The radiuses for this intersection will be widened to current standards.

Harrison Avenue- The project areas is to be approximately 1,275' in length beginning at a point approximately 640' east of the centerline of Race Road and

extending to a point approximately 640' west of the centerline of Race Road. The pavement is constructed of asphalt with concrete curb. At the present time Race Road is approximately 45' in width. The pavement is approximately ten years old. Utility restoration at this intersection has created uneven pavement surfaces and a rough ride for motorists.

When completed this project will see additional lanes constructed throughout the project area.

- An additional 12' wide lane will be constructed east of Race Road for westbound traffic. This lane will function as a designated left turn lane. A new traffic signal will be installed which will include a left turn signal. At the present time, motorists have no left turn signal to assist them in turning left onto northbound Race Road. ?
- An additional 12' wide lane will be constructed west of Race Road for eastbound traffic. This lane will function as a designated left turn lane. A new traffic signal will be installed which will include a left turn signal. At the present time, motorists have no left turn signal to assist them in turning left onto southbound Race Road. ?
- The radiuses for this intersection will be widened to current standards.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 41,481 Year: 2007 Projected ADT: 50,000 Year: 2025

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$_____ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 777,300.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 777,300.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>5 / 15 / 08</u>	<u>12 / 31 / 08</u>
4.2 Bid Advertisement and Award:	<u>6 / 1 / 09</u>	<u>6 / 30 / 09</u>
4.3 Construction:	<u>7 / 15 / 09</u>	<u>12 / 15 / 09</u>
4.4 Right-of-Way/Land Acquisition:	<u>8 / 15 / 08</u>	<u>4 / 30 / 09</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Kevin T. Celarek
	TITLE	Administrator
	STREET	6303 Harrison Avenue Cincinnati, Ohio
	CITY/ZIP	45247
	PHONE	(513) <u>574-4848</u>
	FAX	(513) <u>598-3097</u>
	E-MAIL	<u>kcelarek@greentwp.org</u>
5.2	CHIEF FINANCIAL OFFICER	Thomas J. Straus
	TITLE	Fiscal Officer
	STREET	6303 Harrison Avenue Cincinnati, Ohio
	CITY/ZIP	45247
	PHONE	(513) <u>574-4848</u>
	FAX	(513) <u>598-3097</u>
	E-MAIL	<u>tstraus@greentwp.org</u>
5.3	PROJECT MANAGER	Fred B. Schlimm Jr.
	TITLE	Director of Public Services
	STREET	6303 Harrison Avenue Cincinnati, Ohio
	CITY/ZIP	45247
	PHONE	(513) <u>574-883</u>
	FAX	(513) <u>598-3097</u>
	E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- ☒ [x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- ☒ [x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- ☒ [x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- ☐ [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- ☐ [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- ☒ [x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- ☒ [x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

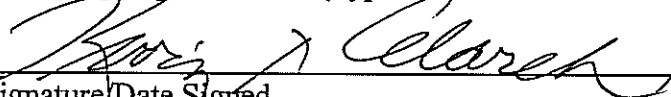
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Kevin T. Celarek, Green Township Administrator

Certifying Representative (Type or Print Name and Title)

 ~~Sept 14, 2008~~ Sept 14, 2008
Signature/Date Signed

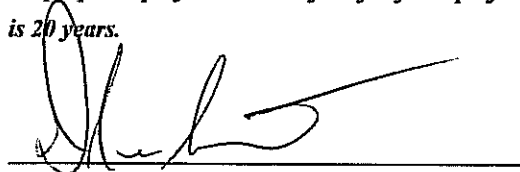
Engineer's Estimate

HARRISON & RACE IMPROVEMENTS

GREEN TOWNSHIP

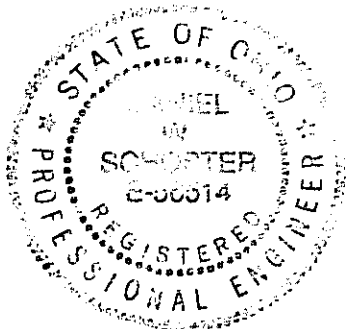
DESCRIPTION	QUANTITY	UNIT	PRICE	COST
Excavation	4,000	CY	\$ 20.00	\$ 80,000.00
Undercutting	500	CY	\$ 50.00	\$ 25,000.00
Asphalt Widening	1,500	CY	\$ 150.00	\$ 225,000.00
Asphalt Overlay	950	CY	\$ 150.00	\$ 142,500.00
Pavement Repair (Full Depth)	1,000	CY	\$ 50.00	\$ 50,000.00
Drive Aprons	1,500	SY	\$ 50.00	\$ 75,000.00
12" Storm	1,000	LF	\$ 60.00	\$ 60,000.00
24" Storm	1,500	LF	\$ 100.00	\$ 150,000.00
Catch Basin, CB-3 and MH-3	32	EA	\$ 2,500.00	\$ 80,000.00
Sidewalk (remove & replace)	20,500	SF	\$ 6.00	\$ 123,000.00
Curb, Type 6	4,300	LF	\$ 12.00	\$ 51,600.00
Construction Layout	1	LS	\$ 30,000.00	\$ 30,000.00
Seeding & Mulching	4,500	SY	\$ 5.00	\$ 22,500.00
Waterline Adjustment	1	LS	\$ 60,000.00	\$ 60,000.00
Replace Traffic Signal	1	LS	\$ 100,000.00	\$ 100,000.00
Maintain Traffic	1	LS	\$ 50,000.00	\$ 50,000.00
Detention	1	LS	\$ 100,000.00	\$ 100,000.00
Pavement Striping	1	LS	\$ 20,000.00	\$ 20,000.00
Supplementals	1	LS	\$ 110,000.00	\$ 110,000.00
			TOTAL	\$ 1,554,600.00

I hereby certify this to be an accurate estimate of the proposed project. The useful life of this project is 20 years.



Daniel W. Schoster, P.E.
JMA Consultants, Inc.

8/27/08
Date





Green Township Department of Public Services

Fred B. Schlimm Jr.

Director of Public Services

6303 Harrison Avenue • Cincinnati, Ohio 45247-7818

(513) 574-8832 • FAX (513) 598-3097 • E-mail: mainten@greentwp.org • www.greentwp.org

STATUS OF FUNDS REPORT

Project: Race Road & Harrison Avenue Intersection Improvements Project

To Whom It May Concern,

Please allow this letter to certify that the sum of \$777,300 is available as the local matching funds in connection with the application for the State Capital Improvements Program and Local Transportation Improvement Program Funds for the project noted above. The source of the local match will be the Green Township T.I.F. Fund. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Thomas J. Straus
Green Township Fiscal Officer
Hamilton County, Ohio

4357 Harrison Avenue
Suite 100
Cincinnati, Ohio 45211
p. 513.721.5500
f. 513.721.0607

Principals:

John R. Goedde
William R. McCormick
Daniel W. Schoster
Jennifer L. Vatter
M. Doug Webster

CERTIFICATION OF TRAFFIC COUNTS

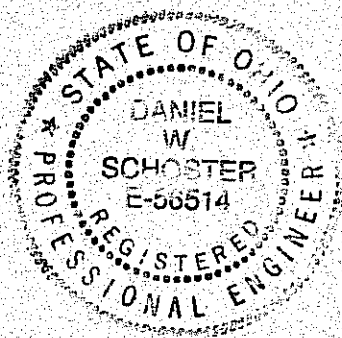
This is to certify that the intersection of Harrison & Race in Green Township has a daily traffic count of **41,481 vehicles per day.**



Daniel W. Schoster, P.E.

9/16/08

Date Signed



Administration Offices:
6303 Harrison Avenue
Cincinnati, Ohio 45247-7818

(513) 574-4848
Fax: (513) 574-6260
E-mail: admin@greentwp.org
Website: www.greentwp.org



Board of Trustees:
Tracy Winkler, *Chairman*
Tony Upton, *Vice Chairman*
David Linnenberg, *Trustee*

Fiscal Officer:
Tom Straus

RESOLUTION #08-0908-D
DIRECTING THE DIRECTOR OF PUBLIC SERVICES TO APPLY FOR
FINANCIAL ASSISTANCE IN 2009 FROM OHIO PUBLIC WORKS COMMISSION

BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 2009 Ohio Public Works Commission financial assistance through September 21, 2009; and

WHEREAS, the Director of Public Services feels the North Bend Road Intersection Improvement Project and Race Road/Harrison Avenue Intersection Improvement Project will qualify for financial assistance; and

WHEREAS, the Director of Public Services prepared the following project construction cost estimates:

<u>PROJECT NAME & STREET INCLUDED</u>	<u>EST. TWP. COST \$</u>	<u>EST. GRANT COST \$</u>	<u>EST. TOTAL COST \$</u>
North Bend Rd. Intersection Project	\$642,913.50	\$642,912	\$1,285,825.50
Race Rd. / Harrison Ave. Intersection Project	\$777,300	\$777,300	\$1,554,600

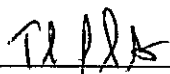
NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Director of Public Services to prepare the necessary application for Ohio Public Works Commission financial assistance in the amount of \$1,420,212 and further directs its Administrator, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 8th day of September, 2008.

Mr. Linnenberg Yes Mr. Upton Yes Mrs. Winkler Yes

CERTIFICATE OF FISCAL OFFICER

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 8th day of September, 2008.



Thomas J. Straus
Green Township Fiscal Officer
Hamilton County, Ohio

Administration Offices:
6303 Harrison Avenue
Cincinnati, Ohio 45247-7818

(513) 574-4848
Fax: (513) 574-6260
E-mail: admin@greentwp.org
Website: www.greentwp.org



Board of Trustees:
Tracy Winkler, *Chairman*
Tony Upton, *Vice Chairman*
David Linnenberg, *Trustee*

Fiscal Officer:
Tom Straus

RESOLUTION # 08-1027 I
DECLARING A COOPERATIVE AGREEMENT BETWEEN HAMILTON COUNTY
AND GREEN TOWNSHIP TO FACILITATE THE CONSTRUCTION OF
INFRASTRUCTURE IMPROVEMENTS FOR THE PROJECTS KNOWN AS THE
NORTH BEND ROAD INTERSECTIONS IMPROVEMENTS PROJECT AND THE
RACE ROAD & HARRISON AVENUE INTERSECTION IMPROVEMENTS PROJECT
IN GREEN TOWNSHIP, HAMILTON COUNTY, OHIO.

BY THE BOARD:

WHEREAS, Hamilton County and Green Township desire to cooperate in the facilitation of the construction of improvements for the projects known as the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvement Project, located in Green Township, Hamilton County, Ohio; and

WHEREAS, Green Township agrees to make application to the Ohio Public Works Commission (OPWC) for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvement Project; and

WHEREAS, Green Township agrees to be the lead agent during the application process; and

WHEREAS, Green Township agrees to file the application with the OPWC for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvement Project.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby agrees to cooperate with the government of Hamilton County and to be the lead agent in the application process with the Ohio Public Works Commission for the construction of infrastructure improvements for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvement Project, located in Green Township, Hamilton County, Ohio.

ADOPTED AT THE REGULAR MEETING of the Board of Trustees of Green Township, Hamilton County, Ohio the 27th day of October, 2008.

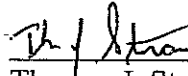
Mr. Linnenberg Yes

Mr. Upton Yes

Mrs. Winkler Yes

CERTIFICATE OF FISCAL OFFICER

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 27th day of October, 2008

A handwritten signature in black ink, appearing to read "Th. J. Straus", is written over a horizontal line.

Thomas J. Straus
Green Township Fiscal Officer
Hamilton County, Ohio

RESOLUTION FOR THE PURPOSE OF HAMILTON COUNTY AND GREEN TOWNSHIP COOPERATING TO FACILITATE THE CONSTRUCTION OF INFRASTRUCTURE IMPROVEMENTS FOR THE PROJECTS KNOWN AS THE NORTH BEND ROAD INTERSECTIONS IMPROVEMENTS PROJECT AND THE RACE ROAD & HARRISON AVENUE INTERSECTION IMPROVEMENTS PROJECT IN GREEN TOWNSHIP, HAMILTON COUNTY, OHIO.

BY THE BOARD:

WHEREAS, it is desirable and in the public's interest for Hamilton County and Green Township to advance the development of improvement projects known as the North Bend Intersections Improvements and Race Road & Harrison Avenue Intersection Improvements Project, located in Green Township, Hamilton County, Ohio; and

WHEREAS, Hamilton County and Green Township desire to cooperate in the facilitation of the construction of improvements for the projects known as the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvements Project; and

WHEREAS, Hamilton County acknowledges that it is desirable and in the public's interest for Green Township to make application to the Ohio Public Works Commission (OPWC) for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvements Project; and

WHEREAS, Hamilton County acknowledges that it is desirable and in the public's interest for Green Township to be the lead agent during the OPWC application process; and

WHEREAS, the Board of Trustees of Green Township have passed a Resolution stating that Green Township agrees to cooperate with Hamilton County, be the lead agent and file the application with the Ohio Public Works Commission for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvements Project.

NOW, THEREFORE, BE IT RESOLVED that this Board of Hamilton County Commissioners of Hamilton County, Ohio hereby approve the adoption of this Resolution for the purpose of cooperating with Green Township and appointing Green Township as the lead agent to facilitate the filing of an application with OPWC and the construction of infrastructure improvements for the North Bend Road Intersections Improvements Project and the Race Road & Harrison Avenue Intersection Improvements Project, located in Green Township, Hamilton County, Ohio.

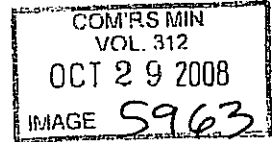
BE IT FURTHER RESOLVED, that the Clerk of this Board is hereby directed to certify a copy of this Resolution to the County Engineer's Office.

ADOPTED AT THE REGULAR MEETING of the Board of County Commissioners of Hamilton County, Ohio the 29th day of October 2008.

Mr. DeWine ABSENT
EXCUSED

Mr. Pepper YES

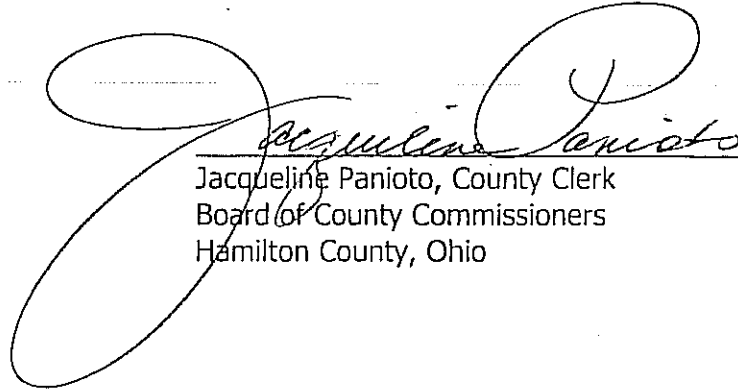
Mr. Portune YES



CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, State of Ohio, this 29th day of October, 2008.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the office of the Board of County Commissioners of Hamilton County, State of Ohio, this 29th day of October, 2008.



Jacqueline Panioto, County Clerk
Board of County Commissioners
Hamilton County, Ohio

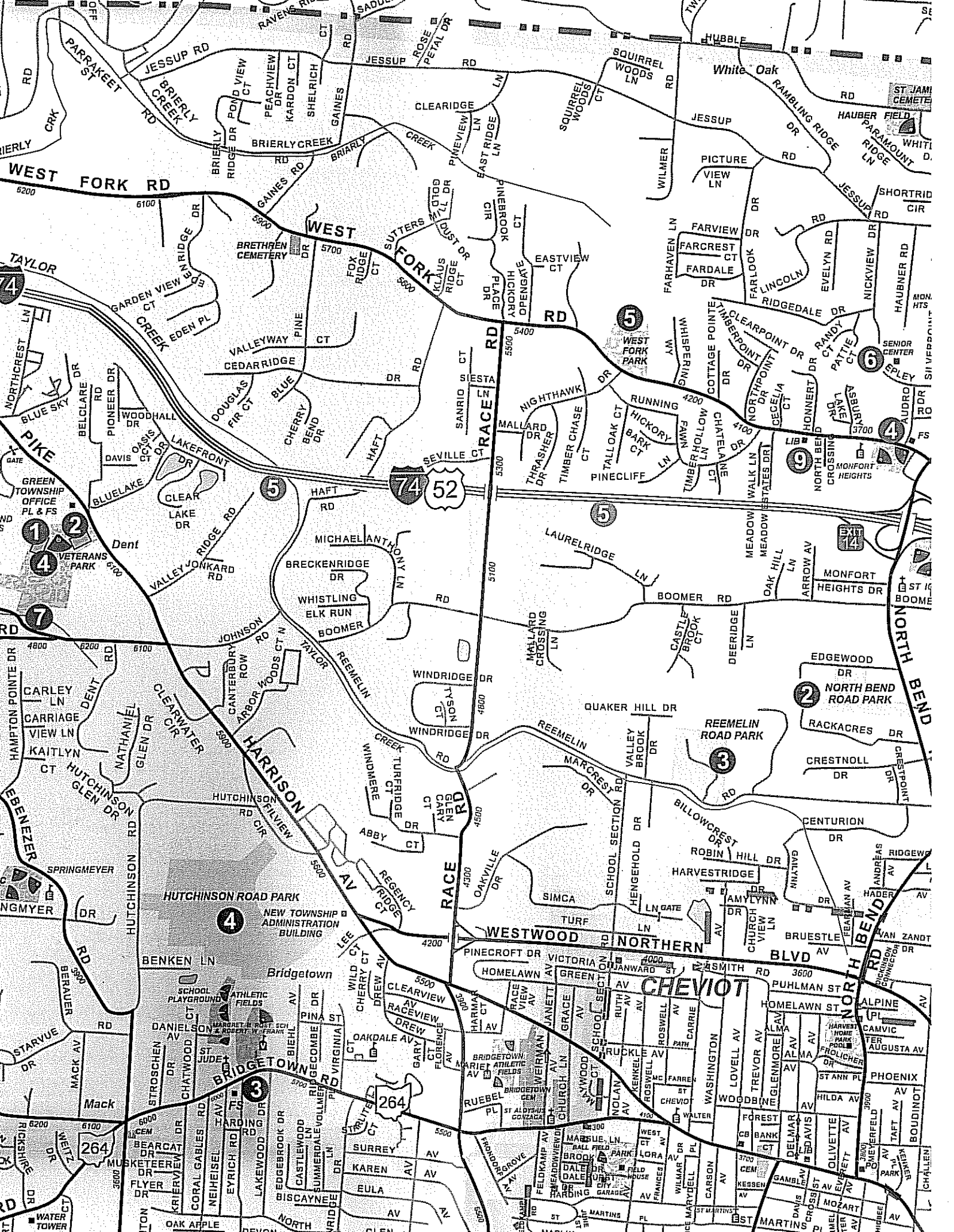


Table 5 – Levels of Service – PM Peak Hour (continued)

		2006 Existing		2006 Total		2025 Background						2025 Total							
		Existing Layout		Optimized		Existing Layout		Optimized		Optimized w/ 6-Lane Section		Existing Layout		Optimized		Optimized w/ 6-Lane Section		Optimized w/ 6-Lane Section & Imp.	
		LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)
Harrison Avenue & Race Road																			
EB	L	C	31.4	B	17.6	E	66.6	D	51.8	D	37.1	F	167.2	F	93.8	C	25.7	C	20.8
	TR	B	12.3	A	3.8	B	16.1	A	1.7	A	6.3	B	15.6	A	2.3	A	1.2	A	1.6
	Approach	C	23.5	B	12.6	D	47.0	C	31.2	C	24.5	F	110.0	E	59.2	B	16.4	B	13.6
WB	L	C	33.7	C	20.8	D	39.2	C	28.5	C	20.6	D	37.3	D	39.6	C	26.6	C	29.2
	TR	F	146.4	D	36.4	F	448.8	F	117.7	F	119.5	F	383.8	F	155.8	F	139.1	F	149.1
	Approach	F	138.0	D	35.3	F	418.4	F	111.1	F	112.1	F	358.1	F	147.2	F	130.7	F	140.3
NB	LTR/L	C	26.1	D	45.0	C	33.4	F	135.2	D	43.9	F	193.4	F	162.2	F	99.5	F	115.0
	-/TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	D	49.6
	Approach	C	26.1	D	45.0	C	33.4	F	135.2	D	43.9	F	193.4	F	162.2	F	99.5	E	55.7
SB	LT/L	C	26.0	D	49.2	C	32.1	E	61.8	D	43.7	E	60.1	F	102.1	D	51.3	F	111.0
	-/T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	D	39.7
	R	A	6.0	B	13.2	E	67.2	F	133.9	F	129.1	F	194.5	F	160.0	F	184.5	F	177.0
	Approach	B	12.7	C	25.4	E	55.3	F	109.6	F	100.3	F	149.0	F	140.4	F	139.4	F	132.8
Overall Int.		D	42.6	C	25.7	F	120.4	F	87.7	E	69.7	F	180.2	F	118.1	F	91.8	F	84.1
Race Road/Glenway Avenue (S.R. 264) & Bridgetown Road																			
EB	L	C	34.5	D	45.3	F	199.4	F	367.4	F	277.0	F	371.1	F	329.6	F	293.4	F	242.2
	T	D	38.3	E	55.8	F	212.6	F	252.7	F	266.6	F	337.2	F	307.3	F	341.1	F	228.9
	R	A	3.7	A	1.5	A	7.9	A	8.9	C	21.1	B	11.4	C	20.8	A	9.8	A	8.9
	Approach	C	29.6	D	42.4	F	163.0	F	219.2	F	212.3	F	272.2	F	248.7	F	259.6	F	183.2
WB	L	B	15.7	B	17.3	B	18.6	B	16.6	B	14.3	B	17.2	B	19.5	C	28.9	D	46.6
	T	C	31.1	C	28.5	F	111.8	E	72.3	F	87.0	F	121.8	F	97.4	F	97.8	F	151.4
	R	B	11.4	A	7.0	C	26.0	B	19.2	B	19.4	B	15.2	B	19.7	B	17.6	B	18.0
	Approach	C	25.1	C	20.8	F	84.8	E	55.7	E	65.8	F	89.0	E	73.4	E	73.4	F	111.0
NB	L	D	43.8	D	40.6	F	308.3	F	156.1	F	363.7	F	482.2	F	165.6	F	389.0	F	227.9
	TR/T	E	78.0	F	111.7	F	331.7	F	290.8	F	346.7	F	602.7	F	330.5	F	343.6	F	221.7
	-/R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	21.0
	Approach	E	66.2	F	87.3	F	323.6	F	244.6	F	353.8	F	554.6	F	274.1	F	359.1	F	209.9
SB	L	F	82.7	F	116.4	F	333.2	F	313.5	F	270.6	E	75.9	F	314.7	F	351.0	F	252.9
	T	D	40.4	D	44.4	F	111.8	F	143.7	D	52.9	D	36.6	F	236.4	E	67.5	E	63.6
	R	B	13.2	B	11.1	C	25.4	C	29.2	C	23.4	B	17.9	D	41.8	B	18.3	B	16.7
	Approach	D	46.4	E	60.9	F	158.9	F	166.4	F	114.6	D	44.9	F	210.5	F	150.7	F	115.3
Overall Int.		D	38.7	D	47.5	F	170.9	F	165.7	F	178.6	F	228.1	F	192.8	F	201.4	F	153.6
Filview Circle & Hutchinson Road																			
EB	LR/L	C	22.8	C	21.3	F	321.0	F	81.1	F	81.1	F	712.9	F	376.9	F	376.9	-	-
	Approach	C	22.8	C	21.3	F	321.0	F	81.1	F	81.1	F	712.9	F	376.9	F	376.9	B	14.5
NB	LT/L	A	8.2	A	8.6	A	9.2	A	9.2	A	9.2	A	8.5	A	9.8	A	9.8	-	-
	Approach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	B	12.7
SB	Approach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	B	13.6
Filview Circle & Proposed Access Drive																			
WB	L	-	-	A	8.0	-	-	-	-	-	-	A	8.2	A	8.2	A	8.2	A	8.2
NB	L	-	-	B	14.0	-	-	-	-	-	-	C	16.5	C	17.1	C	17.0	C	17.0
	Approach	-	-	B	14.0	-	-	-	-	-	-	C	16.5	C	17.1	C	17.0	C	17.0

NB = Northbound
 SB = Southbound
 EB = Eastbound
 WB = Westbound
 L = Left-Turn Movement
 LR = Left-Turn/Right-Turn Movement
 LT = Left-Turn/Through Movement
 T = Through Movement
 TR = Through/Right-Turn Movement
 LTR = Left-Turn/Through/Right-Turn Movement

Table 4 – Levels of Service – AM Peak Hour (continued)

		2006 Existing		2006 Total		2025 Background						2025 Total							
		Existing Layout		Optimized		Existing Layout		Optimized		Optimized w/ 6-Lane Section		Existing Layout		Optimized		Optimized w/ 6-Lane Section		Optimized w/ 6-Lane Section & Imp.	
		LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)
Harrison Avenue & Race Road																			
EB	L	C	31.3	C	20.5	F	300.7	C	20.7	C	28.7	F	383.1	C	25.8	C	33.6	C	23.6
	TR	B	13.3	A	7.4	C	20.2	A	3.2	A	5.8	C	20.2	A	4.4	A	5.5	B	10.0
	Approach	C	21.8	B	14.1	F	152.3	B	11.5	B	16.6	F	200.9	B	14.9	B	19.5	B	18.8
WB	L	C	32.0	C	25.9	D	38.8	C	31.3	C	22.7	D	38.8	D	48.4	C	27.8	C	25.3
	TR	D	48.8	C	34.5	F	138.9	D	35.1	C	30.2	F	143.7	D	47.5	D	48.8	D	47.5
	Approach	D	45.4	C	33.8	F	130.8	C	34.8	C	29.8	F	135.3	D	47.5	D	45.3	D	45.7
NB	LTR/L	C	30.5	C	25.9	D	43.5	D	42.2	D	53.5	D	49.4	D	42.7	D	47.7	D	48.4
	-TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	34.8
	Approach	C	30.5	C	25.9	D	43.5	D	42.2	D	53.5	D	49.4	D	42.7	D	47.7	D	38.2
SB	LT/L	C	28.7	B	18.4	C	29.4	D	35.2	D	41.8	C	30.0	C	27.4	D	43.3	D	40.4
	-T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	D	35.4
	R	A	5.4	A	1.8	B	14.3	C	20.8	B	18.7	C	20.0	B	13.1	C	27.8	B	12.5
	Approach	B	12.9	A	7.9	B	19.7	C	25.7	C	28.9	C	23.5	B	18.1	C	33.1	C	20.7
Overall Int.		C	24.0	B	18.6	F	95.2	C	23.3	C	28.2	F	118.6	C	24.4	C	31.2	C	24.9
Race Road/Glenway Avenue (S.R. 264) & Bridgetown Road																			
EB	L	B	14.5	B	19.2	D	35.1	C	27.5	D	26.8	D	35.1	D	47.8	D	43.8	C	33.8
	T	C	23.8	C	30.5	F	117.7	F	107.3	F	90.3	F	147.8	F	120.9	F	129.9	F	109.9
	R	A	3.9	A	5.2	A	8.9	A	8.4	B	15.8	A	7.1	B	14.2	B	17.8	A	3.5
	Approach	B	19.1	C	25.1	F	87.9	E	79.5	E	70.4	F	110.8	F	94.1	F	100.7	F	82.9
WB	L	B	14.5	B	13.8	B	14.5	B	13.1	C	28.9	B	14.6	C	20.5	C	32.5	C	25.0
	T	C	22.0	C	20.8	C	30.8	C	29.5	C	32.4	C	32.7	C	30.0	C	34.5	C	29.9
	R	A	1.8	A	3.1	A	4.0	A	3.2	A	4.1	A	4.3	A	2.7	A	3.9	A	6.2
	Approach	B	17.5	B	18.8	C	24.6	C	23.5	C	28.2	C	28.1	C	23.8	C	27.8	C	24.6
NB	L	C	27.2	C	30.0	F	144.8	F	140.5	F	253.4	F	144.8	F	206.9	F	282.8	F	180.4
	TR/T	D	38.8	D	47.7	F	90.0	F	83.7	E	58.0	F	90.7	F	138.3	E	89.9	F	88.1
	-R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	B	10.1
	Approach	C	33.0	D	40.9	F	110.9	F	105.5	F	131.8	F	111.3	F	184.5	F	143.5	F	101.9
SB	L	D	48.1	D	48.3	F	390.3	F	287.9	F	422.0	F	414.7	F	323.2	F	450.7	F	242.5
	T	C	31.1	C	31.7	F	98.7	F	121.6	E	63.5	F	98.7	F	88.1	E	74.8	F	109.9
	R	A	7.9	A	7.2	B	18.2	B	14.0	C	20.5	B	18.4	C	20.6	C	24.4	B	15.7
	Approach	C	32.4	C	32.8	F	193.8	F	181.7	F	192.9	F	205.8	F	185.2	F	212.2	F	141.2
Overall Int.		C	25.2	C	27.5	F	111.9	F	97.5	F	110.0	F	121.7	F	109.2	F	125.7	F	80.3
Filview Circle & Hutchinson Road																			
EB	LR/L	C	15.9	B	12.1	F	98.7	C	16.8	C	16.8	F	177.2	C	23.1	C	23.1	-	-
	Approach	C	6.2	B	12.1	F	98.7	C	16.8	C	16.8	F	177.2	C	23.1	C	23.1	B	12.8
NB	LT/L	A	15.9	A	7.7	A	6.5	A	7.8	A	7.8	A	6.8	A	7.9	A	7.9	-	-
	Approach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	9.7
SB	Approach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	9.1
Filview Circle & Proposed Access Drive																			
WB	L	-	-	A	7.9	-	-	-	-	-	-	A	8.2	A	8.2	A	8.2	A	8.2
NB	L	-	-	B	10.9	-	-	-	-	-	-	B	12.1	B	12.2	B	12.2	B	12.2
	Approach	-	-	B	10.9	-	-	-	-	-	-	B	12.1	B	12.2	B	12.2	B	12.2

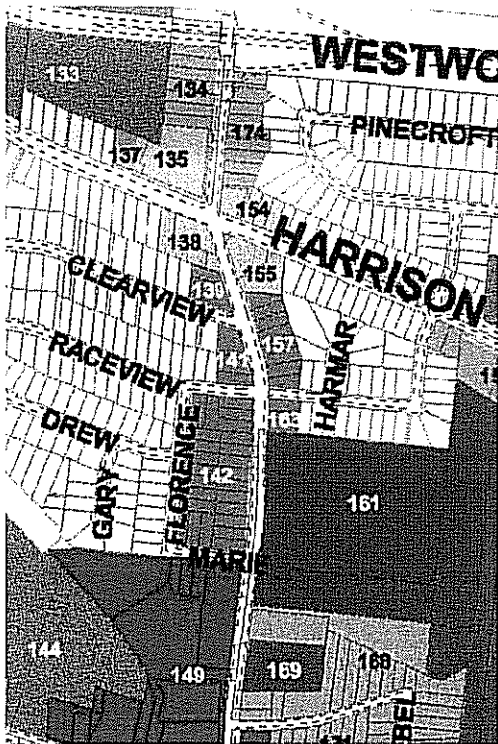
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GREEN TOWNSHIP
DEPARTMENT OF DEVELOPMENT & PLANNING
SEPTEMBER 10, 2008

From: Adam Goetzman
To: Fred Schlimm
Copy: Trustees & File

Subject: **Harrison Race Intersection Improvement Project
Development Impact**

Located in the within the boundary of the Harrison Avenue Corridor Plan the intersection of Harrison Avenue and Race Road falls in the sub-area identified as the *"Bridgetown Reinvestment Area"* . Identified as a distinct commercial node within Harrison Avenue commercial corridor. This unique area supports and reinforces the desirability of the surrounding residential area while providing small to moderate scale business opportunities oriented to local needs. This location also acts a gateway to more intense development further west on Harrison Avenue. This intersection plays two roles in



the community, on one level it serves and a local retail and service business destination and secondly (and more importantly if measures by traffic volume alone) it is a major traffic distributor. The intersection funnels westbound traffic from the Cheviot and the Cincinnati north to residential neighborhoods and south to intense commercial uses on Glenway Avenue, at the same time channeling traffic from commercial areas on Harrison and Glenway and both connecting them and distributing their traffic headed into residential areas to the east and north. The proposed intersection improvements will enhance both functional aspects of this intersection. Business will benefit with improved functionality, capacity and safety. The reduction of peak hour traffic delays and general congestion in the intersection will improve access to existing businesses and make the area more attractive for redevelopment. The pass through traffic will be better managed and in will conflict less with local business traffic.

Both the Green Township Land Use Plan (LUP) and Harrison Avenue Corridor Plan recognize emerging development patterns in the area and encourage appropriate redevelopment. Race Road south of Harrison Avenue is designated for future Office use with existing retail uses at the designated to remain Neighborhood Retail. Recent redevelopment of the western side of the intersection has not been replicated on the east due in large part to limited access because of a lack of appropriate dedicated turn lanes, which create long peak hour backups at the intersection. The localized congestion significantly limits access to existing commercial properties and inhibits redevelopment. The proposed project will improved capacity and enhance traffic patterns in the area. This will improve access to existing properties and help promote redevelopment in accordance with existing plans.



Green Township Police Department

BART W. WEST / CHIEF OF POLICE

6303 HARRISON AVENUE
CINCINNATI, OHIO 45247-6498

OFFICE: (513) 574-0007 • FAX: (513) 574-9919

TO: Fred Schlimm, Director of Public Services
FROM: Bart West, Police Chief *B. West*
DATE: September 16, 2008
SUBJECT: Proposed Improvements to the Intersection of
Harrison Avenue and Race Road

Thanks for moving forward with a plan to improve the intersection of Harrison Avenue and Race Road. As you know, this intersection has been a problem for a number of years due to both the number of accidents and the frequent traffic delays.

In 2007, there were 22 accidents in this congested intersection. Each year, this intersection rates as one of the most dangerous involving county roadways. Last year, the accident total represented the fourth highest number for such roadways in Hamilton County.

After reviewing the plan for the intersection, I wholeheartedly endorse the proposal and feel that it will accomplish two major objectives. First, it will allow traffic to move through the area much more expeditiously. This will be extremely helpful for us, as our police cars travel through this intersection frequently because our police station is located on Harrison Avenue west of the intersection. Secondly, the improvements should reduce the number of accidents, thereby making it safer for our motorists.

Thanks again for your attention to this problem area. I am hopeful that the proposed improvements will receive funding and move forward quickly.



GREEN TOWNSHIP FIRE & EMS

6303 Harrison Avenue, Cincinnati, OH 45247

Phone: (513) 574-0474 Fax: (513) 574-8607

E-mail: fire@greentwp.org Website: www.greentwp.org

Douglas J. Witsken, Fire & EMS Chief

To: Fred Schlimm, Director of Public Services
From: Chief Douglas J. Witsken
Date: September 12, 2008
Subject: Harrison Avenue and Race Road Intersection Improvements

I have reviewed the drawings for the proposed intersection improvements at Harrison Avenue and Race Road.

I am pleased to see this project proposed, as this intersection has been a major problem in Green Township for many years. It is obvious that it is becoming more of a problem with each passing year as traffic flow increases. The Department of Fire & EMS has two major problems with this intersection:

1. This intersection can not handle the volume of traffic that attempts to pass through it. Consequently, traffic backs up significantly and creates a constant log-jam to traffic flow. Passing through this intersection with emergency vehicles is difficult at best, and our response times to emergencies are delayed when we pass through this intersection.
2. The number of accidents at this intersection – there were 22 accidents at this intersection last year. Our department responds to the accidents that involve injuries, and we have seen plenty of those type accidents at this location. There is no doubt that this has been one of the worse intersections in Green Township for accidents with injuries over the years.

Thank you for the opportunity to review the drawings - I strongly support your efforts to secure funding for the intersection improvements. This project will undoubtedly improve public safety in this area of Green Township.

Chief Douglas J. Witsken
Green Township Fire & EMS

COUNTY INTERSECTIONS

2007

INTERSECTION CRASHES TOP TEN

2007 RANK	INTERSECTION	CRASH #S	INJ.	INJ. TYPE	FATAL	PED.	06/07 VARY	2006 RANK
#1	Winton & Galbraith	33	1	1	0	0	-11	#1
#2	Winton & Compton (North Jct.)	31	8	5	0	0	+4	#3
#3	Ridge & Highland	23	1	1	0	0	-4	#8
#4	Harrison & Race	22	7	4	0	0	-4	#7
#5	Winton & North Bend	20	10	6	0	0	+8	#8
#5	Kenwood & Galbraith	20	9	5	0	0	-4	#4
#6	Loveland Madeira & Hopewell	16	2	1	0	0	+3	#7
#6	Galbraith & Pippin	16	3	2	0	0	+1	#6
#7	Harrison, Johnson & Wesselman	15	5	4	0	0	+5	NR
#7	Harrison, Johnson & Wesselman	15	5	4	0	0	+5	#10
#8	Kemper & Snider*	14	2	1	0	0	+7	NR
#9	Winton & Compton (South)	14	3	2	0	0	+1	#7
#9	Pippin & Springdale	14	4	3	0	0	+4	#7
#8	Cheviot & Jessup	14	0	0	0	0	+3	#9
#9	Harrison, Filview Circle & Cinema	13	3	3	0	0	+5	NR
#9	Loveland Madeira & Kemper	13	1	1	0	0	-5	#10
#10	Werk & Westbourne	12	0	0	0	0	-15	#2
#10	Harrison & Sheed	12	0	0	0	0	-3	#6
#10	Cheviot & North Bend	12	0	0	0	0	+3	NR
#10	Five Mile & State	12	8	3	0	0	-1	NR

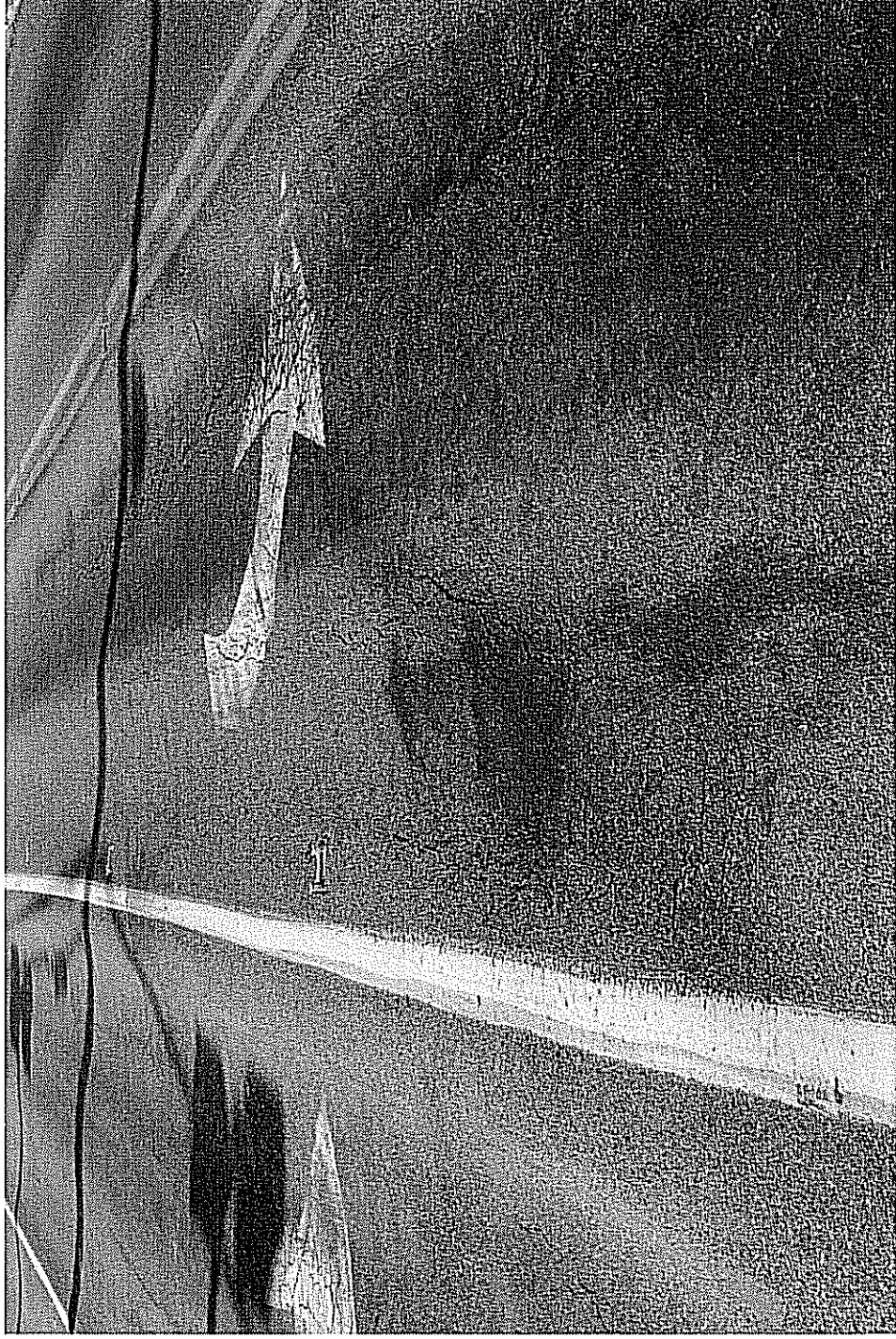
Northbound Race Road at Harrison Avenue

Rutting of left turn lanes



Northbound Race Road at Harrison Avenue

Left turn lane



Southbound Race Road at Harrison Avenue



Intersection of Harrison Avenue and Race Road



Harrison Avenue at Race Road

Northwest corner

Cracked and settled sidewalk and wheelchair ramp



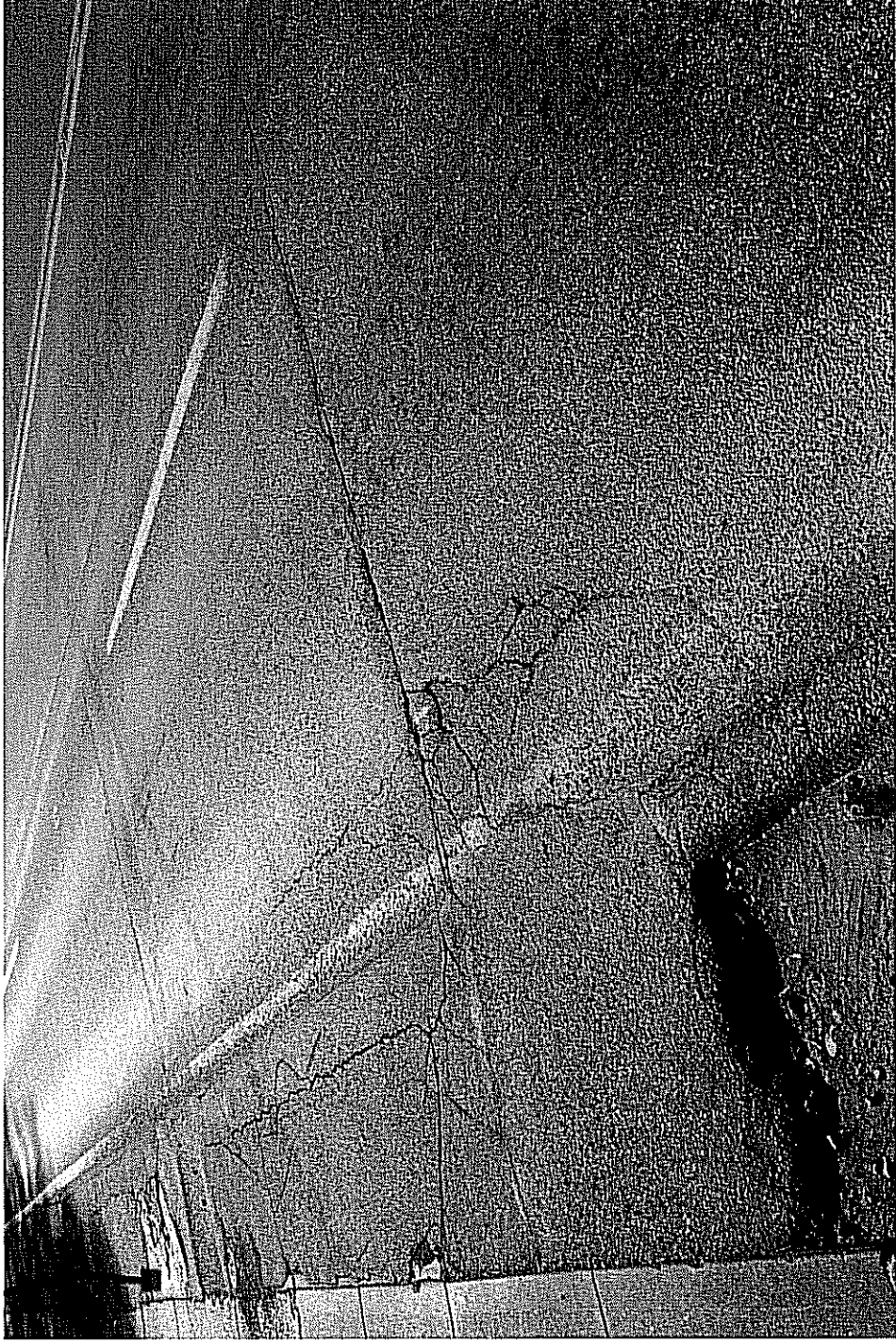
Harrison Avenue at Race Road
Southwest corner
Cracked and settled sidewalk and wheelchair ramp



Harrison Avenue west of Race Road



Westbound Harrison Avenue east of Race Road



Harrison Avenue just east of Race Road
Failed curb and concrete berm and utility cut



ADDITIONAL SUPPORT INFORMATION

For Program Year 2009 (July 1, 2009 through June 30, 2010), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

Race Road- The pavement surface is approximately 10 years old. The turn lanes of northbound Race Road at Harrison Avenue are severely rutted and other areas are showing distress from the heavy volume of traffic that travels this road daily. Pavement cracking, beyond what can be properly addressed by routine crack sealing is evident.

Harrison Avenue- The pavement surface of Harrison Avenue is approximately ten years old. Recent utility work has significantly altered what had once been a good pavement surface, resulting in an unstable ride for motorists. The curb, sidewalk and wheelchair ramps at this intersection are cracked and settled or heaved from truck and bus traffic that cannot negotiate the tight right turns here due to the narrowness of the radius. Curb and berm areas are deteriorated from Metro bus traffic.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project is being driven by a desire to enhance safety at this intersection. In 2007, there were 22 accidents at this intersection, 7 of those involved injuries. The intersection of Race & Harrison was rated as being fourth among all county controlled intersections in Hamilton County for the total number of accidents here in 2007, as per the County Engineer's 2007 Crash Analysis Report. The majority of the accidents here are side angle crashes resulting form motorists on either Race or Harrison turning left without a left turn traffic signal to assist them. The installation of left turn

traffic signal at three of the four legs of this intersection will greatly reduce the number of these accidents. The fourth leg, northbound Race Road, already has a left turn signal. Narrow lane widths, 10' and 11', also contribute to accidents here. Sideswipe accidents are common. All newly constructed travel lanes will be 12' and will work to eliminate these type accidents. Widening the intersection radiuses will eliminate the safety concerns of pedestrians and those using wheelchair ramps, which at the present time are regularly driven over by large trucks and busses which cannot negotiate these tight turns.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Traffic congestion at this intersection during AM & PM rush hour is significant. Hamilton County currently does not meet federal air quality standards for ozone and fine particulates. The reduction in vehicle emissions is an important component of state and local efforts to meet those standards.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 North Bend Road Intersections Improvements Project

Priority 2 Race Road & Harrison Avenue Intersection Improvement Project

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

N/A

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on economic growth . _____

Race Road is presently land use planned zoned for office development. Little such development has taken place south of Harrison Avenue due to the traffic congestion problems present. Reconstruction of this intersection will eliminate the problems with congestion and will greatly enhance the marketability of parcels for redevelopment as office. A memo from Green Township's Director of Development further elaborates on the prospects for economic development within the project area and in the area in general.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, August 29, 2008 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

N/A

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

At the present time, the geometry of this intersection is rated as functioning at a fair level (C). Construction of the improvements planned here will see LOS improve to a level of service that is rated as good (B). When we look to the future (2025), we see that the intersection in its present geometry would function at a failed level (F). Construction of the proposed improvements would see the LOS improve to a fair level of service (C). Please see the LOS data found with other attachments at the end of this application package for more detailed information pertaining to present LOS and future.

Conditions on Race Road north of Harrison Avenue during PM rush hour find traffic backed up across the Westwood Northern Boulevard overpass for a distance of up to .4 mile. This is due in large part to the fact that there is presently only one lane southbound lane for motorists wishing to continue on Race Road. This lane also serves right turn traffic. Often, a vehicle wishing to continue southbound on Race Road will prevent motorists who could turn right on red from doing so. The construction of a designated right turn lane and the addition of a second straight through lane will eliminate these problems.

Conditions on Race Road south of Harrison Avenue during PM rush hour also finds traffic backed up for a considerable distance, sometimes as far south as Bridgetown Middle School some .3 miles away. If not for the presence of a two-lane section of roadway in this area and the stacking it

provides, this back up would be considerably longer. Also, often a vehicle wishing to continue northbound on Race Road will prevent motorists who could turn right on red from doing so. The construction of an additional through/right turn lane will eliminate these problems here.

Narrow lane widths for left turn traffic from northbound Race onto Harrison contribute to delays as large vehicles, such as trucks and busses have trouble negotiating the tight left turn. Wider lane widths (12') and the widening of the intersection radius will eliminate this problem.

On Harrison Avenue, the same problems exist in both the eastbound and westbound lanes. The lack of a designated left turn lane and designated left turn signal prevent more than one or two motorists wishing to make such a turn movement from doing so. The construction of designated left turn lanes and the installation of designated left turn traffic signals will eliminate these problems here.

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered existing conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the current edition of the Highway Capacity Manual.

PM Peak

<u>No Build</u>	<u>Proposed Geometry</u>
Current Year LOS <u>D</u>	Current Year LOS <u>C</u>
Design Year LOS <u>F</u>	Design Year LOS <u>F</u>

AM Peak

<u>No Build</u>	<u>Proposed Geometry</u>
Current Year LOS <u>C</u>	Current Year LOS <u>C</u>
Design Year LOS <u>F</u>	Design Year LOS <u>C</u>

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

a.) Are preliminary plans or engineering completed? Yes X No N/A

b.) Are detailed construction plans completed? Yes No X N/A

c.) Are all utility coordination's completed? Yes X No N/A

d.) Are all right-of-way and easements acquired (if applicable)? Yes No X N/A

If no, how many parcels needed for project? 5 Of these, how many are: Takes 5

Temporary

Permanent

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Green Township is presently in the process of selecting a consultant to handle all right-of-way acquisition for this project. Preliminary negotiations with a number of property owners have taken place.

e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Harrison Avenue is the main artery for motorists in the midsection of Green Township. It is a direct connection to I-74 to the north. Motorists from the southern and middle sections of the Township utilize Harrison Avenue to access I-74, as do residents of the City of Cheviot, which is less than a mile to the east. Harrison Avenue is also a major business corridor in the Township with a number of regional destinations located on it such as the Beacon Outpatient Medical and Surgical Center and Diamond Oaks Vocational School. Race Road is a major north/south arterial roadway.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

N/A

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 41,481 X 1.20 = 49,777 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Green Township Street Levy

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 23 - PROGRAM YEAR 2009
PROJECT SELECTION CRITERIA
JULY 1, 2009 TO JUNE 30, 2010**

NAME OF APPLICANT: GREEN TOWNSHIP

NAME OF PROJECT: RACK ROAD & HANNISSE AVE. INTERSECTION IMP.

RATING TEAM: 4

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- ☒ 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- ☒ 0 - Good or Better

Appeal Score

15

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact

Appeal Score

Rate = 1.45

Criterion 2 – Safety

The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

10 - Less than 10%

9 - 10% to 19.99%

8 - 20% to 29.99%

7 - 30% to 39.99%

6 - 40% to 49.99%

5 - 50% to 59.99%

4 - 60% to 69.99%

3 - 70% to 79.99%

2 - 80% to 89.99%

1 - 90% to 95%

0 - Above 95%

Appeal Score

Criterion 5 - User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure new employment

Appeal Score

5 - The project will permit more development

0 - The project will not impact development

Criterion 6 - Economic Growth

Will the completed project enhance economic growth and/or development ~~_____~~?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees ~~for the project duration~~. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - **LOCAL**

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

List total percentage of "Local" funds 50 %

Criterion 7 - Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds - Other").

8) Matching Funds – **OTHER**

List total percentage of “Other” funds 0 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand. *No current problem*
- 8 - Project design is for partial future demand. *No development*
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 0 - Project design is for no increase in capacity.

Appeal Score

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:

Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5 - Will be under contract by December 31, 2009 and no delinquent projects in Rounds 20 & 21
3 - Will be under contract by March 31, 2010 and/or one delinquent project in Rounds 20 & 21
0 - Will not be under contract by March 31, 2010 and/or more than one delinquent project in Rounds 20 & 21

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

Appeal Score

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

0 – Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 30,000 or more

Appeal Score

8 - 21,000 to 29,999

6 - 12,000 to 20,999

4 - 3,000 to 11,999

2 - 2,999 and under

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.